The Valley of the Platte-The Union Pacific Railroad from Omaha to North Platte-Apcarance of the Country and the Towns

Along the Route.
NORTH PLATTE, Neb., Oct. 8, 1869. Upon leaving Omaha the railroad train com-neces its course across the Continent by diverging the southward in order to seek the valley of the Platte. For the first few miles the road has a slight scent, then a descent as slight to the level of Papiltion creek, then a gradually rising grade to the aplands of the Elkhorn, then a gentle downward slope to the common level of the Eikhorn and the Platte, whence it continues up the valley and the Plains with a constant but almost imperceptible ele-vation a distance of 500 miles, to Cheyenne, where At first a stretch of brillant underbrush lines the banks of the cnt on both sides of the railroad track; beyond even slopes of gently swelling native prairie and cultivated lands roll away; farm houses, with their little gardens, appear at points; soft, delicately-tinted grasses bend before the breeze sporting over the unbroken acres; wild flowers of infinite variety intermingle with the grasses; sunflowers lift their yellow heads above all the orders; natural beds of blooming plants upon the lovely meadows show how the master hand of ure, in its free and lavish style, excels all the seber powers of art. Five miles of this debouche ng toward the south, followed by an extensive curve, bring the train more directly on its view now unfolds itself. Much of the land is under vation. Summit Siding, Gillmore and Papillion stations—merely local depots a few miles apart for railroad sidings and the convenience of surrounding sottiers-are quickly left behind, and crossing the bridge over Papillion creek, the pleasing picture is not lessened, only varied for fifteen miles of splen-did landscape down to Elkhorn station, where the level land is mutually shared by the valleys of the Eikhorn and the Platte. Forward lies the great valley of the Platte itself, and stretching to the north and south the beautiful valley of the Etknorn. A glimpse of the latter river is obtained e train is crossing. Shooting over the valley (which here is very wide) in a somewhat diagonal direction toward the former river, ten miles only are traversed until the eye rests upon the waters of the Platic. These are soon lost, however, behind the

direction toward the former river, in misse only are traversed until the eye rests upon the waters of the waters of the property of the street of the street of the property of the street of the street of the property of the street of the property of the street of the property of the street of the st

will cross the Union Pacific at Columbus. Here there is a pretty and attractive town, having a thriving population, numbering nearly 1,000. The surrounding country is fast being settled by an industrious class of people.

After crossing the Loup Fork on a long wooden bridge, which rests on substantial stone abutments, the train runs on smoothly as before. Still off to the south the Platte valley is broad; trees along the border of the raver are not now so numerous or continuous, but rather appear more in groups or groves, with intervening open spaces. Here is the norta channel of an island sixteen miles long, the water in sight, the south channel, two miles away, marked by considerable timber. Far over both channels the south bluffs are conspicuous. Near us to the north the distinction between lowland and upland diminishes. Life and beauty again combine to please us. The wind is blowing, but the road is smooth, the-sky is bright, the sun is warm, the arr is pure, the son is cultivated here and there, the hay is cut and carried on from many hundred acres; but most beautiful of all appear the far reaching prarie lands, covered with a verdure variegated and luxurant; light and dark green grasses, with the familiar bine grasse, each now in separate patches, all now intermingled; here some mellowing into amber, there some deepening into brown; write wild flowers neer in clusters, yonder blooming among the grasses; different varieties of weeds, elegant illuminated plants—each and all are so beautifully blended that the whole valley is covered with a carpet more magnificant station has assumed its own liquid name of Silver Creek. The river and the railroad still seem to be playing a long game of hide and seek. By reason of the high land on the right the railroad is compelled to seek the river, whose course, however, is seldom out of sight. The valley marrows, then it widens; the router clings to the southern bluffs can which it ruins for many miles; the valley marrows, then it widens; the river clings to the southern

"funch" or "saloon" in front of almost every build-ing in "riew indicates the character of considerable of its business; but in the interior of the town a va-riety of branches of trade are represented. Grand hitand is improving fast and soon expects to have another railroad.

listend is improving fast and soon expects to have another railroad.

Still proceeding westward, the prairie rolls away northward in gentlo swells, tooking like the surface of the sea; to the south, a mide or two eistant, is the northern channel round Grand Island. Passing Pawnee statien we cross Woodgiver, which, fed by mnumerable rivulets, flews down from the northwest in a wayward course for nearly a hundred miles, Fine farms abeund along the region of Woodriver. The Platte is away from us and we follow Wood river instead. Nature has wrought some rugged indentations on the prairie. Pew, if any settlements, except the locating of railroad stations, have yet been made thus far to the West in the valley of the Platte. Evening is now coming on, the train is late, and we pass successively Wood River station, a depot for the trade of the Wood river valley; Gibbon, simply a little track; Rearney, whence supplies are conveyed across the river to Fort Kearny; Stevenson, a side track and signal station; Elm Creek, named after a stream a little farther on, from whose banks considerable timber is drawn; Overton, another side track; Plum Creek, so called from the stream on the south side of the Platte, and which early engrants remember well; Cayote, at present but a station for the telegraph; Willow Island, Warren, Brady Island, McPherson—Fort McPherson lying over the river at the base of the bluff—and then North Platte. Here the first division of the railroad ends; night has fallen, and here, though the train goes on, I stop over for some train that goes westward in the morning.

ST. DOMINGO.

The First European Town in the New World.

PORTO PLATA, Sept. 5, 1869. weighed anchor for the secure haven of La Plata he put into a harbor ten leagues eastward. Struck with the advantages of the position, he here established the first European town in the New World, which he named Isabella, in honor of the Queen. To-day this ancient city no longer exists. Forests where nearly four centuries ago the first efforts of lars of the church, the magazine, part of the resi-dence of Columbus and the old fort, almost lost in the profusion of vegetation, are all that is left to mark the spot. After a career of unexampled prosperity and affluence misrule and oppression resulted in bitter wars and an overthrow of the power of Spain. Subsequent history is filled with revolutions, bloodshed and devastation. St. Domingo, so rich in soil and vegetation; exhausted and ruined by the unsettled state of society, strug-

During the year 152 vessels, including ing the Dominican flag, arrived at St. Do a total of 12,295 tons.

For the year ending June 30, 1863:—

Agua 15,000 20,000

Samaná 6,000 5,000

Total \$788,328 \$642,309

Excess of exports, \$53,471.

In the same year the amount of tobacco shipped from Porto Plata to Hamburg and Bremen reached 70,000 quintais, of 100 pounds each, and sugar vi,500 hogsheads. Seven American ressels arrived in port, with cargoes valued at \$22,500, and carried in exports to the United States \$16,025. Total imports by American and English vessels, \$27,000. Total exports by same, \$50,700.

Durfing the quarter ending March 31, 1809, two American vessels arrived from St. Thomas in ballast, and four British vessels from Boston, with cargoes valued at \$20,000. The exports by the two American vessels arrived from St. Thomas in ballast, and four British vessels at \$14,555.

The production of the sizand by the hand of man is small. The foreign trade is also limited, owing to the smaliness of the population, which numbers not more than 200,000 souls. The territory under the jurisdiction of the Dominican republic embraces about two-thirds of the island of St. Domingo, or nearly 20,000 square miles. The capability of the country for sustaining a large population is unquestionable, and with population, would constitute one of the richest sections in the world. The stoll is remarkably well adapted, as the records of the days of prosperity show, for the growth of sugar, coffee, cotton, cocoa, tobacco, maize and rice. Cabinet and dye woods in great variety grow upon the mountains. Excellent ship timber and pitch pine also abound. In 1867, near Azua, from 15,000 to 20,000 quintais of sugar were raised.

In regard to the commercial regulations of the island, vessels of any nation have perfect right to enter any open port of the Dominican republic with lawful merchandise. They can discharge and take in cargo, paying for all expenses \$1 50 per ton. If the vessels take in the return cargo at one or more points on the coast there is an extra expense of one dollar per ton, termed "Coast Permission."

Goods imported from the United States dreet pay twenty-dve

which is more or less according to United States prices.

The export duties are:—On coffee and cocos, 50 cents per 100 pounds; eugar, 12% cents per 100 pounds; logwood, lagnumvite, Brazilete, Instic and any other dre woods, \$1 per ton; tortoise shells, 26 cents per pound; write wax. \$1 be per 100 pounds; yellow wax. \$1 per 100 pounds; mahogany, cedar, \$5 per \$1,000 feet; hides, 6 cents each; honey, 2 cents per gallon; molasses, 2 cents per gallon; gum Gayad, 50 cents per quintal; tobacco, 50 cents per quintal; dividivi, free.

SHIPPING EXTURNS AND RULES.

The principal shipping of this port is direct with

Europ's, either in vessels arriving with cargo and ope? to charter or vessels shartered in St. Thomas to come here and take cargo. St. Fhomas is a sort of Vasc of business operations for the whole island. A Spaalish steamer running between Havana and St. Thomas visits this port once a month each way for mells and passengers.

TRADE WITH THE UNITED STATES.

The commerce of this place with the United States is next to nothing. Very few imports from the States come out. American vessels, however, from other points, frequently arrive in ballast and carry freight to Europe and the Medeterranean. There is no reason whatever why our merchants should not open a locrative trade here. It is unfortunate that a few Americans have visited the island at different times and in their transactions proved themselves nothing better than a pack of rascals, so that the really creditable and enterprising representatives have been much injured. The sympathies of a majority of the business men of the island generally are American, and with proper dealings both countries would be benefited in their business relations.

THE MALAY SETTLEMENT.

Malacen-Description of the City-The Old ernment-Decay of Trade-What Malacca

MALACCA, August 4, 1869. Ancient, dirty, picturesque, the city of Malacca, having lived out an eventful history of 350 years of European occupation, is now peacefully slumbering in ingiorious inactivity. It is not difficult to de scribe what it is at the present writing. From any point at which it is possible to view it as a whole-from the deck of the steamer which has brought you from Singapore or Penang, or from the tower of the ruined Cathedral, it appears simply to be a mass of red-tile roofs, supported on mouldering brick walls, and crowded so closely together that only by the severest scrutiny can you discover the narrow narrow that they will scarcely allow your chaise and four feet high Malay pony to lumber and joint to the control of the contr through them. The houses, with the exception of a single block, seem all squalid and poverty stricker and dismal with the signs of unheeded decay. And they were, you notice, at no period very magnificent erections; they rarely boast a second story, and in many cases have only a single floor. Here and there a Malay mosque, or a Chinese temple or a European church catches the eye; but they look unnaturally new amid the crumbling mass of innabited ruins by which they are surrounded. On a little hill, close by the sea, is the roofless Cathedral of St. Paul's, and a little to the south of it a very searching examination will bring to light a moulder-ing gateway, blackened by centuries of rainy sea sons, which constitutes all that remains of the "old fort." To make the picture complete it must be added that this decayed city lies in a little curve of the coast, scarcely well enough defined to be named a bay; that a fringe of shin-ing yellow sand divides it from the sea, and that it is encircled on its remaining sides by thick jungle, from which here and there a cocoa, or betel palm, springs gracefully forth. Away in the background a peaked mountain looms dimly through a tropical haze, and that, you are told, is the Ophin of the Scriptures, just as the Peninsula is the Aures been got there since the times of the Portuguese, but the natives firmly believe that there is plenty of it

chersonness of the Greeks, very little gold has been got there since the times of the Portuguese, but the natives firmly believe that there is plenty of it left. The main ground for fixing upon this mountain as Mount Ophir is the fact that ophir in the Malay language means "gold."

Sach is the Maiacca of the prosent in its external aspects, and closer acquaintance with it will but confirm the inferences they suggest. Maiacca as a city is rulned; its commerce is now confined entirely to the produce of its immediate vicinity, and even that is only shipped to Singapore or Penang, to be there reshipped to the markets of the world. During the past thirty or forty years the population of the province has increased, owing to the immigration of Chinese planters; but this has been scarcely any gain to the city, which has lost forever its chance of being one of the entrepôts of the East.

No one, of course, leaves Malacca without examining the few remains there are of its old time grandeur. First in the list of these is the old Cathedral of St. Paul, which was established in the early part of the sixteenth century. Climbing up a little hill one sees a tower, which was once the beliry of the church, and four crumbling brick walls, enclosing a little oblong plot of ground paved with many tomostones. The inscriptions on these latter are in Portuguese, Dutch or English, according to their dates, and some few are in Latin. The oldest is that of a nun who died here in 1568, but by far the most interesting is that of Peter, whom the tombstone roports to have been the second Lord Bishop of Japan, and to have died here in February. 1598. Many of the other graves are those of decased Dutch residents and merchants, and some few are of English officials who ruled here in the beginning of the present century.

Leaving the body of the church, not without wondering what has become of the roof, which must have at some time or other failen in, but has now absolutely disappeared, leaving no vestige behind, the visitor makes his way up the

Moluccas in time to assist in reaculing a number of Portugueses saliors, who had been captured by the King of Madura, sailed past Maiacca on his homeward voyage. And soon after that again came ignatius Loyaia, the founder of the Society of Jesus, who labored here for many years, saying mass in the self-same cathedral church of St. Paul, and commanding the Portuguese feet when the settlement was attacked by Sumatra pirates, and who at length died here and was buried on one of the two little hills that lie some half a mile behind us, but which of the two is not now certain. His body was not, however, suffered to repose here long; after two days it was exhumed, taken to Gos, again buried, again exhumed, and then forwarded to Rome. And then, lastly, stout old Captain Lancaster, the first captain in the English East India Company's service, sailed by here on his way to China and the Spice islands in 1001.

But the most interesting thing about the old Cathedral, perhaps, after all, is a mysterious subterranean passage, which no one can find, leading from the hill to some opening on the shore. That it was constructed there can be no doubt; it is mentioned in many old Portuguese and Dutch histories; but the authorities have in vain sought to discover it. Somewhere in this passage are said to be hidden treasures, doubloons and pieces of eight and ingots of gold and have never since been discurbed. The government have for years been searching for the opening from the charch, not, of course, from any lust of gain, but simply to satisfy antiquarian curlosity. It is a pity, though, that they do not treat the church isself with a little more respect, taking into account all that has occurred and the men who have ministered in it. The chancel of the church, for instance, has been "restored" and converted into a powdor magazine, and the beliry into an office for the shipping signalman. Surely, the British government cannot say that it has taken these crumbling runs because the revenues of the province will not afford the erect

indeed, to find any reason for their conversion to these "base uses," except a desire to wanton; insuit the race who founded both the Cathedral and the settlement.

The other sights of Malacca—the ruins of the fort, the Stadthouse, the Chinese temple, the new Catholic cathedral, the padre's house—are none of them of very much interest. The fort has almost disappeared; all that now remains of it is an old ruined gateway, surmounted by the stone framework of what was once the home of the alarm bell. The Stadthouse has been repaired, and is used as government building. It is remarkable only for the possession of some antique and very uncomfortable Dutch furniture. The Camese temple consists of much paint and many flags, and some half a dozen shrines, whose resident delites are little, squat, ruddy-faced, black-bearded idois. The new Catholic cathedral is noticeable as being very spacious, and the padre's house is apparently the best in the city—large, not too much smothered with trees, and delignifully cool.

It is impossible, of course, to stroll through sleepy streets of this city without now and then remembering the hopes and aspirations that were one connected with the possession of the place. Portuguese, Dutchmen, Englishmen, have in turn regarded it as the necessary centre of their power in the far East. In those early days when Portugh was the mistress of the seas—long before the establishment of the first American settlement—it was looked upon as the gates to lands of gold and precious stones. Then, after a century of Portuguese oppression, it fell into the hands of the Dutch, who esteemed it a more valuable possession than Batavia. And, lastly, it came into the clutches of the East India Company, who thought a great deal of money might be made out of it, who spen large sums in developing its resources, and who at last found out that it was in no way fitted for a place of commerce, that its done to the treats, as Singapore does, and that it did not top the northern pair of the penisulas cocanient of the Dr

rance and every nameable and nameless vice, he still lingers on from generation to generation and sales was no tendency either to die out or to increase. There is never any news at Malacca. Now and then there is a murder which excites a little local interest, but for the past thirty years nothing has transpired here that would be of the slightest interest to the living world.

Penang—The Penang Fall—The Bazaar—How to Live on Three Cents a Day—Durians and Durian Slaves—Death of Kurrach Singh—The Riots of Last Year.

Penang, August 6, 1869. Selected with that happy tact which seems to distinguish Anglo-Saxons in the East, as the site for the entrepot of the trade to the northern portion of the Malay Peninsula, Penang, though only sixty or seventy years old, has risen already to be a place of some importance. Standing on a fertile little island, only three or four miles from the main land, with a commodious roadstead, always pretty, well filled with shipping, it is a busy, thriving, un-pretentious little town of some fitteen or twenty thousand inhabitants. Every year finds it

wealthier, larger, more hopeful than the last.

The island of Penang, small as it is, has the hono of containing a waterfall, which, though not of course to be compared with Niagara or Trenton, is still very well worth a long pilgrimage. It is some three miles from the city—a pleasant drive through plantations of coffee shrubs and nutmeg trees and betel paims, until one gets near the range of well wooded mountains, which forms, as it were, the backbone of the island. Then, having been guide1 by the gharree-wallah, or hackman, into a narrow footpath, a short walk gives one a first glimpse of the fall, as it leaps from about halfway up the mountain into the thick jungle below. With the exception of the little falet, by which the path leads into it, the valley is surrounded on every side with hills, covered with trees not unlike American pines, and in striking contrast to the palms among which one is standing. A brook, fed by the fall, dashes plashing mingling pleasantly with the loud murmur-

Following the path one ascends the hill by a rude earthen stairway, and at length arrives at the foot of the fall. A moment's glance at the falling water, which has hitherto been mostly hid by the jungle,

Following the path one ascends the hill by a rude earthen stairway, and at length arrives at the foot of the fail. A moment's glance at the failing water, which has hitherto been mostly hid by the jungle, assures him that he is well rewarded for his walk. The fail is some two or three hundred feet in height altogether, and the volume of water sufficient to spread over some twelve or fifteen feet of rock. At the top, as it pours over, a huge conical stone, upon which it scatters a ceaseless shower of angry spray, divides the stream into two; and then it tumbles along down the face of the rock, springing sometimes six, sometimes ten, and at last a hundred feet at a leap, until 1 reaches the table of stone on which one is standing, where it sobers down for a score or so of yards line in the solid stone on which are done is attanding, where it sobers down for a score or so of yards line in the solid stone on which one is standing, where it sobers down for a score or so of yards line in the solid stone on which the solid stone on which one is standing, where it sobers down for a score or so of yards line in the solid stone on the solid stone on the solid stone on the solid stone on the solid stone of the solid stone on the solid stone is the perhaps, the bazaar, which is protiq much like Fulton or Washington Market in its general appearance, though it is not, of course, quite so extensive. Some of the smells too, are rather unfamiliar, and American eyes open wide with surprise as they see exposed for sale such delicacies as shark's feel or chicken's intestines. The bazaar, however, is the best place to find the solution of that curious problem, which generally perplexes new comers, how a mative servant or coolle, getting five or six dollars a month, and boarding and ciothing himself, can manage to keep in good physical could some solution some solution of the solution of rice and a little curry stuff and a very small pleto

eater for hair a day after his feast is over. But what of all this? Consult any confirmed siave to durians and he will 'tell you that it weights as nothing in the baisance against the indescribable pleasure he derives from his favorite fruit, whose taste, he will add, is richer, softer, more delicious than the choicest of custards. The fascination that durians are capable of inspiring may be realized when it is stated that clubs—of which ladies are largely members—are said to have been formed in Singapore and Penang, which meet solely for the purpose of indulging in a guilty orgie over this maiodorous fruit. In Mandalay the King of Burmah has sometimes given fifty dollars each for them, when the communication with the coast has been difficult, owing to the rains.

The only news just at present is the death of Kurrach Singh, who has been held a political prisoner in the Stratts settlement for nearly twenty years, fie is a well known indian celebrity, and conspired against the government in the last Sikh war. He was then sent to Singapore; but when the mutiny broke out, in 1857, his conduct among the Hindoos of that place was so suspicious that he was transferred to Penang, where his industice was more limited. He has remained here ever since. He was not confined a close prisoner, but was kept under the strictest surveillance.

The rlots which occurred here last August, and which resulted in 2,500 chinamenthering killed, are still the frequent topic of conversation among the whites. In a letter already published in the Hrantip the history of these disturbances has been given, and the singular nature of the hoops, or secret organizations—to one or other of which all the natives belong—described. The evidence brought before the Commissioners of Inquiry has also shown very prominently the poweriessness of the government to preserve order, and the insane bundering of the officials at Singapore and Fenang. In the beginning the riots unight, by the most ordinary exertion of firmness, have been repressed without difficu

Highway Robbery and Attempt at Murder by

Drowning.
Shortly after one o'clock yesterday morning a good-natured German named Frederick Streuben, happy state of mind and at peace with all the world.

of Seventh avenue, passed along West street in a happy state of mind and at peace with all the world. On the corner of West and Clarkson streets a voice came out of the darkness:—
"Ho, comrade, heave to."
Frederick lay to and awaited the approach of what he conceived to be a friendly craft.
"Where bound?" asked one, as two fellows crossed his starboard quarter.
"I pee going home to mine frau. Vat you vant mit me?" said the Dutchman.
"We just want to examine your cargo, shipmate," said one of them, and the poor Dutchman was seized and his pockets rifed of his worldly possessions—twenty dollars. The two highwaymen then held a consultation and resolved to put the Dutchman where he could tell no tales. It was determined to kill him, but the difficulty was to determine by what means. Not wishing to send Frederick into eternity with all his sins upon him, they resolved to give him a baptismal death. He was accordingly picked up bodly, carried to the pier foot of Clarkson street, held over the edge and dropped into the water. The ciercial believers in doctrines of immersion hurried from the scene of their adventures and made good their escape.

The trantic cries of the German for help brought to his sassisance roundaman Rusher and other officers of the Twenty-eighth precinct, by whom he was rescued from his perious position and restored to his anxious ones at home.

FOREIGN MISCELLANEOUS ITEMS.

The Russian Government is making large purchases of horses for light cavalry. A statue has been erected in Liverpool in honor of Mr. Joseph Mayer, a distinguished benefactor to that city.

It is reported that the Emperor Napoleon will go to Nice in order to receive the Empress on ner return from the East.

A correspondent of an English journal suggests that, instead of flogging, criminals should be exposed to a daily dose of electric shocks.

A mechanical school for women has been opened at Warsaw for the object of training young women of the lower classes in all the lighter kinds of handicraft.

The Independence Beige states that the officers and soldiers of the French army are spoiling for a fight, and that a war most be brought about in order to cool them down.

The postage rates between France and England are reduced from fourpeace to threepence, and the weight of the letters increased from a quarter of an ounce to one-third more.

Count von Trautmannsdorf has gone to Rome, charged with an autograph letter from the Emperor of Austria to the Pope. He also bears some conciliatory instructions from Count Beust.

A political society has been formed at Dresden called "Federation Society of the States of Europe," the object of which is the suppression of permanent armies and the abolition of war budgets.

The Levant Heraid publishes what purports to be the late Fusd Pacha's political testament, addressed to the Sultan. It points out the best policy to be pursued towards the great Powers, advises the Forte to trust especially to England, and recommends the amaignment on of all the races of the Turkish empire, the introduction of reforms in the administration of justice, and the construction of roads as the only means of salvation.

In the office of the government tobacco manufacmeans of salvation.

In the office of the government tobacco manufactory at Vienna the clerks have to write in eleven different languages, according to the places with which they correspond, as follows:—German, in writing to other Austrian offices; Bonemian, to the tobacco factories at Sediec, Goding and Jaiau; Polish and Ruthenian, to those in Galicia; Slovenian, to Klageniurt; Hungarian and Croation, to the factories east of the Leitha; Italian, to the Southern Tyrol, and French, English and Spanish, to the tobacco offices in France, the United States and Cuba.

Sir Samuel Baker has written to Sir R. I. Marchi.

in France, the United States and Cuba.

Sir Samuel Baker has written to Sir R. L. Murchison giving some account of his preparations for his journey into Equatorial Africa. The expedition was to leave Suez on October 4 for Sounkim, at which port 200 camels were waiting to carry men and baggage to Berber, on the Nile, latitude 18 deg., where a steamer would be in readiness to take them in three days to Khartoum. Sir Samuel holds out the hope that when he reaches the southwestern end of the great Albert Nyanza he may be able to procure reliable information respecting the illustrious Livingstone.

THE NORWALK BANK ROBBERY.—A few days since Mr. William P. Burrell, president of the Hartford and Springfield Railroad, sent to Norwalk a package which was found in one of the car racks on the through Boston train, containing twenty-five dollars of the bank, a few private papers of Mr. Craufurd, the cashier, and several certificates of local stocks of no negotiable value. The supposition is that these papers, which were wrapped in a copy of the New York Herald, were thus placed in the cars as a blind to mislead as to the direction taken by the thieves. The most energetic efforts are being made, however, to capture the thieves and regain the stolen property.—Hartford Times, Oct. 16.

SHIPPING NEWS.

Almanac for New York-This Day.

Sun rises...... 6 14 | Moon sets....morn 4 14 Sun sets...... 5 16 | High water..morn 6 47

PORT OF NEW YORK, OCTOBER 17, 1869.

Captains and Pursers of Vessels arriving at this port will please deliver all packages intended for the HERALD to our regularly authorized agents who are attached to our Steam Yacht fleet. The New York Associated Press do not now collect marine reports nor attend to the delivery of packages, as will be seen by the following extract from the proceedings of the regular monthly meeting, held March S, 1868:—
Resolved, That on and after April I, 1868, the Associated Press will discontinus the collection of ship news in the harbor of New York. Passed unanimously.

23- The office of the HERALD stam yachts JAMES and JEANKETTE is at Whitehall slip. All communications from cowners and consignees to the masters of inward bound vessels will be forwarded free of charge.

REPORTED BY THE HERALD STRAW TACHTS. REPORTED BY THE HERALD STEAM TAGITY!

Steamship City of Antwerp (Br.). Leitch, Liverpool Cet 7, and Queenstown 8th, with make and 889 passengers, to John G Dale. Oct 12, lat 49 B4, non 27 60, spoke soft Schielan (Br.), bound E; same day, lat 49 51, lon 28 18, bark Africaise (Nor), bound W; 18th, lat 47 38, lon 46 47, bark Ancestor (Br.), bound E; same day, lat 47 26, ton 46 58, bark Albatross (Br.), do: 15th, lat 43 58, jon 87 28, steamship Hammonis, hence for Hamburg; 17th, lat 40 24, lon 69 26, steamship City of Washington, do for Liverpool; same day, lat 40 27, lon 71, steamship Minnesota, from Liverpool for New York.

Leamship Minnesota, from Liverpool for New York.

Leamship Minnesota, from Liverpool for New York.

Leamship Minnesota, from Liverpool for New York.

Steamship Victor, Gales, New Orleans, Oct 9, 8W Pass Well & Co.

Steamship Victor, Gales, New Orleans, Oct 9, and South.

well & Co.

Steamship Victor, Gates, New Orleans, Oct 9, and South-west Pass lith, at 7 PM, with midse and passengers, to C H Maliory & Co.

Steamship Georgia. Cutter, Charleston, 3 days, with midse and passengers, to B R Morgan & Co. Oct 15, at 11 PM, 50 miles north of Cape Hatteras, was struck by a squall from NNW, which carried away jib and split foresall; the wind vering to NW, continued to blow a gale for 24 hours; lith, off Cape Lookout, saw steamship Charleston, hence for Charleston. Charleston.

Charleston.

Steamship Fiag, Leonard, Charleston Oct 15, with mds e and passengers, to H R Morgan & Co.

Steamship Hatteras, Roberts, Richmond, City Point and Morfolk, with mdse and passengers, to the Old Dominion Steamship Co.

Steamship Kagara, Biakeman, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.

Steamship Fanita, Brooks, Philadelphia, with mdse, to J Lorillard.

Steamship Fanita, Brooks, Philadelphia, with mdse, to J Lorillard.

Loriusrd.

Steamship Millville, Renaur, Philadelphia, with mase, to

N B Vondersmith.

Ship Reichstag (NG), Cahubley, Hamburg, 41 days, with
mase and 188 dassengers, to Funch, Edve & O. Had beave mdse and 185 dassengers, to Funch, Edye & 10. Had heavy weather up to the Banks, and light with the most of the country of the same and the country of the c

sei in tow, a brig or sorr, owner.

Bark Brothers (of Harwich), Weekes, Baltimore, 5 days,
with coal, to master.

Brig John Given (Br.), Mayo, Montego Bay, Ja, 30 days,
with logwood to Henry, De Cordova & Co; vessel to master.
Had light winds up to Hatteras, variable weather since.
Schr A L Lockwood, St John, Wilmington, NC, 7 days, with
naval stores, to Thomas & Holmes.
Schr Julius Webb, Cranmer, Virginia.
Schr Julius Webb, Cranmer, Virginia.
Schr Henry Middleton, Brown, Virginia.
Schr M Monson, Dayton, Virginia.
Schr Henry Middleton, Brown, Virginia.
Schr Henry Middleton, Brown, Virginia.
Schr Henry Middleton, Brown, Unginia.
Schr Henry Middleton, Brown, Co.
Schr St. A Shepard, Georgetown, DC.
Schr J A Shepard, Van Clief, Georgetown, DC.
Schr St. W Simmons, Williams, Georgetown, DC.
Schr St. W Simmons, Williams, Georgetown, DC.
The ship Great Western, arrived 16th inst, reports Sept 11,
The ship Great Western, arrived 16th inst, reports Sept 11,

Schr S V W Simmons, Williams, Georgetown, DC.
The ship Great Western, arrived Seth inst, reports Sept II,
off Old Head of Kinsale, in a hurricane from NRW, tost fore
and main topsail and reside foresail; was 10 days in George
Channel, with heavy westerly gales; had a auccession of
westerly gales the entire passage; Oct 13, lat 40 34, ion 69,
passed ship Kate Troop, bound E.

The British schr C A Farnaworth, from Arecibo, PR, which trived on the 16th, is consigned to J V Onativa & Co; she eports heavy NE winds most of the passage.

Passed Through Hell Gate,

Passed Through Holl Gate,
BOUND SOUTH.

Steamship Glaucus, Walden, from Boston for New York,
with mide and passengers, to Wm P Clyde.

Steamship Acusnest, Rector, New Bedford for New York,
with mide and passengers, to Ferguson & Wood.

Hark Wild Gazelie, Nickerson, Boston for New York, in
ballast, to Burr & Brown.

Brig Enditine (Br), Chase, Cow Bay, CB, for New York, 12

Brig Sangho, Worth, Cow Hay for New York, 15 days, with
coal, to C H Swain.

Brig Mary Curier, Balley, Street Harbor, NS, for New
York, 10 days, with lumber, to master.

Schr Berma (Br, Ward, Windsor, NS, for Newark, 10 days,
with plaster, to Crandall, Umphray & Co.

Schr Essex, Wallace, Millbridge for New York, with fish to
Jed Frye. Schr Laber, Walnes, Bangor for New York, with lumber, to R P Buck.
Shir Kossuth, Smith, Portland for New York, with lumber

Schr Catherine, Means, Bangor for New York, with lumber, to BP Buck.
Shir Kosauth, Smith, Portland for New York, with lumber, to Simpson & Clapp.
Schr Oseo (Br), Weish, Portland for New York.
Shir Albert Thomas, Taylor, Nantucket for Philadelphia, Schr Rozana Burley, Gillin, Taunton for Elizabethort.
Schr John W Bell, Haunton for Elizabethort.
Schr John W Bell, Haukins, Taunton for New York.
Schr Sylvester Haie, Coleman, Taunton for New York.
Schr Sylvester Haie, Coleman, Taunton for New York.
Schr Swistier, Keefe, Taunton-for New York.
Schr E A Cheston, Robertise, Bath for Philadelphia,
Schr Bals, Blockdon, Providence for Philadelphia,
Schr Jas M Bayles, Arnold, Providence for Philadelphia,
Schr Bals Feck, Avery, Providence for Philadelphia,
Schr Bols Feck, Avery, Providence for Philadelphia,
Schr Bols Feck, Avery, Providence for Philadelphia,
Schr Bult Alasey, Perry, Providence for Flitabethport,
Schr Bult Kalsey, Perry, Providence for Elizabethport,
Schr Kelfe, Schr Kelfe, Providence for Boldout.
Schr Belle, Providence for Boldout.
Schr Bult, Pramadolph, Stevens, Providence for Riizabethport,
Schr Mirpe, Baker, Providence for Bondout.
Schr Belle, Previdence, for Romotout.
Schr Bult, Previdence for Romotout.
Schr

Schr Kilza J Raynor, Nickerson, Providence for New York.
Schr J M Freeman, Eldridge, Providence for New York.
Schr J M Freeman, Eldridge, Providence for New York.
Schr Ronnoke, Barrett, Norwich for Trenton.
Schr Alfred Chisse, Elliot, Norwich for New York.
Schr H Demming, Boardman, Portland, Ct, for New York.
Schr Gen Grant, Hunter, New Haven for Philadelphia.
Schr Litz, Le, Taylor, New Haven for Trenton.
Schr Old Zack, Lyman, New Haven for Elizabethport.
Schr Bollen, Schreiber, Schreiber, Schr Litz, Schreiber, Schreiber,

BOUND BAST.

Ship Minnebeha (Br), Londonderre

Shipping Notes. The following vessels have been hauled on Dean's railway during the week, viz: —Tug H P Parrington, brig G F Geery (327 tons), brig Isabel (238 tons), and schr Edwin Reed (346

QUEENSTOWN, Oct 5.—The ship Ladoga, Wylle, which put in here on the 25d uit, from Philadelphia, with loss of salls, having been redited with a new set, proceeded to-day for Faimouth.

Oct 6.—The ship Wm Woodbury, McClellan, which put in on the 14th uit with loss of salls and leaking in upper works, salled to-day for Boston. A portion of her cargo was discharged to stop leak.

The PR Cutting is still alongside the Victoria docks here.
The British ship Oneta, from Callao, which left here on the 2d inst for Dublin, is sahore on the East pier, Kingstown, entrance to Dublin harbor, likely to become a wreck.

Miscellaneous.

AMERICAN LLOYDS' UNIVERSAL RECORD OF SHIP PING—Supplement for October 15, containing additions and resurveys, which will be added to the next volume of the above useful publication, has been issued at the office of the Association, 35 Wall and 13 Broad streets.

Brig Haze, from Providence for Baltimore, Shinnecock bearing N E 40 miles, Oct 16 (by pilot boat M E Williams, No. 19), Brig Florence, from Newport for bearing N 45 miles (by pilotboat M E Williams, No 19).

Foreign Ports.

ARROIBO, PR, Sept 29-In port bark Antelope, for NYork; rig Aylesford, for do. CETTE, Sept 30 Arrived, Giuseppina, Bono, NYork, CALCUTTA, Oct 15—Arrived previous, ship Fortune, Taylor, MARSEILLES, Oct 2—Arrived, Schamyl, Crosby, Philadel-

phia.

MALAGA, Oct 1—Cleared, barks Scud, Crosby, PhiladelMALAGA, Oct 1—Cleared, barks Scud, Crosby, Philadelphia; Wasp, Brady, Boston; brig Erie, Saars, do.

MONTRGO BAY, Js, Sept 17—In port brig Persia, for New
York in 7 days.

NEWCASTLE, NSW, Aug 5—In port ship Lightning, Husband, for San Francisco in 3 days.

QUERNSTOWN, Oct 3—Salled, Ladoga, Wylle (from Philadelphia), Palmouth; isth, Wm Woodbury, McClellan (from
Liverpool), Boston.

BOSTON, Oct 17-Arrived, steamship Nercus, Bearse, New CHARLESTON, Oct 14-Arrived, bark Frank Marion, uncan, Boston. Cleared—Bark Annie Torrey, Libby, Liverpool, 17th—Arrived, schr A Haley, NYork. Bailed—Schrs A P Cranmer, Georgetown, SC; L P Pharo,

do.

HOLMES' HOLE, Oct 15, PM—Artived, brig Mary E.

Hinds, Hinds, Philadelphia for Boston; schrs Rachel B Miller, Corson, do for Neponset; Sarah Louisa, Wilmington, N.
C, for Boston; S & B Small, Cates, N'Over for do.

18th, AM—No arrivais.
PM—Arrived, schr Darius Eddy, NYork for Bangor.

Salled—Brigs Circassian, Chienborazo; schrs Alpha, J. M.

MOBILE, Oct 11-Arrived, ship India (Br), Grose, Car Cleared-Bark Fleetwing, West, Havre. NORFOLK, Oct 14-Salled, brig Amazon (Br), Sadler, NORFOLK, Oct 14—Bailed, Drig Amazon (Br), Saciet,
PORTLAND, Oct 15—Arrived, schrs Teazer, Heniey, Philadeiphia; Georgia Deering, Willard, do.
Cleared—Ship MayBower (Br), Harrison, Gaspee, NB; brig
HS Bishop, Webber, Hawana.
BAVANNAH, Oct 18—Cleared, bark Mary Anna (MG),
Krenkel, Belfast, I.
18th.—Arrived, steamer Water Lilv, NYork.
Salied—Steamalips Huntaville, Crowell, and San Salvador,
Nickerson, NYork.
Cleared—Schr Frank Herbert, Jacksonville.
SALEM, Oct 18—Arrived, brig Catawba, Hanever, Philadelphia; sicher Annie Magee, Young, and Admiral, Steelman,
do; N Berry, Fendleton, Elizabethport.

MISCELLANEOUS.

A BSOLUTE DIVORCES OBTAINED FROM THE courts of different States; legal everywhere; descrition, f.e., sufficient cause; terms fair; advice free; also Notary Public. F. I. KING, Counsellor at Law, 885 Brondway. A BSOLUTE DIVORCES OBTAINED IN DIFFERENT States, legal everywhere, Describe, &c., sufficient cause. A States, legal everywhere. Desertion, &c., summerent cause No publicity. No charge until divorce obtained. Advice free M. HOUSE, Attorney, 78 Nassau street.

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A MEDICAL WONDER,
Rheumatism, Neuralgia and Good, in their worst stages,
Scrofula, King's Evil, Erystpelas, old ulcers and the worstplaint, Kinneys, Salt Rheum, &c., ec., are most certainly
cured by this sovereign purpler. It has been tested by the
public twenty-one years. It has cured a hundred thousand
cases, and nover fails when taken us directed. It is a certain
curative for Fistula in all curable cases. It cures the foulest
old ulcers, even where the bone has become carles.

The Life Balsam does not contain a particle of mercury or
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A CURE FOR RUPTURE.—DR. SHERMAN'S AP-pliance and Compound a guarantee. For plamphlets of photographic likenesses of cases before and after cure, with other information, mailed to any address on receipt of 10 cents. Office 597 Broadway. COLDS, COUGHS, DIZZINESS.

BRANDRETH'S PILLS cleause the internal organs as soap does the skin-a single dose thus curing a violent sickness. Colds and coughs are the consequence of retained matters, checked perspiration; in these cases four or six BRANDRETH'S PILLS are more and more used as they become known. They invariably supplant other remedies and have never decreased in sale in any locality where introduced. They restore health by taking from the bowels and the blood only unbealthy accumulations. They are harmless, average of life than those who do not. Let the sick see to

their interests and procure what is sure to relieve and perhaps cure them. SING SING, Oct. 7, 1860.

I have been for many years a great sufferer from dyspepsia. I became so bad that it was only the lightest kind of food, and in small quantities, that I could digest at all, and I became in consequence very feeble. For years I followed the prescriptions of the best physicians, but I got no relief. and at length I determined to give a trial to your pills. The first two or three doses made me quite sick; but they brought away much black and fetid matter, and I felt relieved of a load from my stomach and bowels. A few more doses cured me, and for over two years I have had no return and eat of everything without the least trouble from my stomach. In fact, my health could not be bester, and I feel it to be my duty to make this statement that others may be advised what has cured me, and I believe that Brandreth's Pills are capable of doing the same for others they have done for me.

B. GEDNEY TOMPKING. Dr. BRANDRETH'S office, 284 Canal street, New York. Sold by all druggists everywhere.

CROUP.—NO ONE HAVING CHILDREN SHOULD BE without a bottle of Dr. TOBIAS' VENETIAN LINI-MENT.—It is a certain cure, if given when a child is first taken, and warranted harmleas. Price 50 cents. Sold by all drugglets. All druggists.

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RELIEF FOR CONSUMPTIVES.—INSTITUTION FOR the Treatment of Diseases of the Chest, 26 West 24th street. Hours from 10 10 3, except Sundays.

CEVENTH WARD ALDERMANSHIP.—THE PROPLE, workingmen, properly owners, the clubbed democracy of the Seventh ward and the press have put me forward as their Tammany Hall candidate for Alderman, and their candidate I will be, if a living man, at Aldermanic election next December, all reports of compromise, bets and false rumors notwithstanding.

RICHARD WALTERS, 27 East Broadway. THE GREAT AMERICAN DEMOCRACY. J. W. SMITH, the proprietor of the United States Political Depot, 6dl Broadway, corner of Sileceker street, is ready to supply Plags, Banners, Transparencies, for processions and meetings, at the shortest notice.

GTH SENATORIAL DISTRICT. The grand Mass Meeting
Tompkins square,
to ratify the nomination
of the
Hon. Thomas J. Creamer
for State Senator,
has been postponed until
Wednesday evening, October 20, 1869.
GEO. W. SAUER,
Chairman Committee of Arrangement

METROPOLITAN JOB PRINTING "Why, then, the world's mine oyster which I with sword will open."-Merry

Wives of Windsor.